

## GERMANY DECLARES WAR ON BELGIUM; AIRSHIP DROPS BOMBS ON FRENCH

TREASURE SHIP CECILIE,  
FLEEING FROM FRENCH,  
SAFE AT BAR HARBOR

German Liner, Knowing That Cruisers Sought Her, Extinguishes Lights and Crashes at Full Speed Through Fog Back to America.

BAR HARBOR, Aug. 4.—The North German Lloyd steamer Kronprinzessin Cecilie, carrying \$13,000,000 in gold and silver and whose whereabouts has been more or less of a mystery since she sailed from New York last Tuesday, arrived in the harbor here to-day.

The Cecilie dropped anchor at 6 o'clock this morning after a forced run of four days, her officers fearing capture.

No one was permitted aboard the Kronprinzessin to-day except newspaper men. All of the passengers were greatly excited over the thrilling trip of the vessel. She was within 800 miles of England when, in response to wireless instructions, Capt. Polack put about and headed back at full speed. Some of the passengers said an unidentified vessel, which they supposed was a British warship, chased the Kronprinzessin from Monday morning until the liner put in at Bar Harbor.

With a cargo of \$13,000,000 in gold and silver consigned to French and English bankers, with an estimated value of over five millions in herself, the Kronprinzessin Cecilie has constituted probably the finest sea prize ever open to capture.

As she crept along the Maine coast and into the harbor under the cover of night, each deck, at every porthole, was blanketed with canvas so that not a gleam of light betrayed her whereabouts. Her four stout stacks had been tipped with paint so that she resembled the English battleship Olympic. Lookouts were doubled.

## HEARD THAT FRENCH CRUISERS WERE SEEKING HER.

At one time capture seemed imminent. Capt. Charles Polack reported that on Sunday he had intercepted a wireless message from one French vessel to another, giving warning of the Cecilie's proximity, but under the protection of a providential fog the North German Lloyd liner escaped.

The Kronprinzessin Cecilie left New York early last Tuesday morning bound for Bremen, via Plymouth and Cherbourg, with 350 first class, 130 second class and 736 steerage passengers. About a third of the first class are Germans who sailed to anticipate the war crisis. Most of the rest are Americans.

Friday night, while a dance was in progress, one of the passengers noticed that the position of the moon had unaccountably shifted to the port side of the ship. Before the significance of this was realized the captain called the men into the smoking room.

"Gentlemen," he said, "war has been declared between England, France, Germany and Austria; we are going back to America. We have enough coal for our return home, and it is my earnest hope that we will not be intercepted by foreign war vessels."

There was nervous laughter, applause, oaths, congratulations, protests, which gave way to a grave state of apprehension as the seriousness of the situation became apparent. Electric lights were turned off and the ship was covered from prow to stern in shrouds of canvas. This smothered whatever beams of light escaped through chinks in the stateroom windows. According to the ship's log, she was then 46.46 north latitude, 30.21 west longitude. In two days she would have docked at Plymouth.

A group of financiers on board offered to buy the ship and sail her under American colors, so great was their excitement. But to all proposals the captain replied that his duty was spelled by his orders from Bremen, which instructed him to turn back and save his ship. There was a stampede for the wireless, but the captain announced that no messages would be sent for fear of betraying the ship's location.

## EVERY LIGHT ON GREAT LINER WAS HIDDEN.

The American port which the captain would try to make was a matter for countless speculation. It was not until the passengers awoke this morning in sight of the green Maine hills that the liner's destination became certain.

For two nights, with her head and side lights extinguished and every other illumination blotted out with canvas, the Kronprinzessin Cecilie plunged through the fog with unrelenting speed and without sounding the fog horn.

Capt. Polack's explanation to a delegation of passengers who protested against fast running under such conditions was that it was his motive to save his ship from capture. He added that he did not consider the danger appreciable, as he was not on the usual path.

For a time the protest against what the passengers looked upon as a disposition on the part of the captain to risk their lives threatened to take the form of a written demand that he reduce the speed of the ship.

Capt. Polack said he was awaiting advice from his line offices in New York. "I can see no possibility of taking this ship to New York from here with safety," he said. "To avoid foreign vessels we should have to keep within the three-mile limit, and to accomplish this the ship would have to be built like a canoe. We have reached an American port in safety, and that was more than I had dared to hope. We have been in almost constant danger of capture, and we can consider ourselves extremely lucky to have come out so well."

## CAPTAIN DECLARES SHIP WAS NOT IN DANGER

"I know I have been criticised for making too great speed under bad weather conditions, but I have not wilfully endangered the lives of the passengers. I would rather have lost the whole ship and cargo than have assumed any such risk. Of course, aside from this consideration, my one aim has been to save my ship and my cargo from capture."

"I have not been acting on my own initiative, but under orders from the North German Lloyd in Bremen, and although I am an officer in the German navy, my duty has been to the steamship line."

Col. G. F. B. Cobbett, an English military officer, whose chagrin at not being able to join the army was apparent, was one of the few English on the ship. There were a number of German officers. Oral duels and miniature international warfare in the smoking room helped to divert the minds of the passengers.

To some sleep was impossible. To those who promenaded the shut in decks the ship was like a ghost ship, with only the animating throbs of its engines to make it different from a derelict. The only gleam of light was where the ship's friction stirred the sea into phosphorescence.

The pool governing the time of arrival in Plymouth was changed to gambling on the American port into which the ship would go. Last night the betting was even on landing on the New England coast.

Gov. Miller of Delaware announced that Newport would be the landing place; then New York began to be a favorite. Boston, Portland and ports as far south as Hampton Roads also figured. Meanwhile the captain shrugged his shoulders and was noncommittal.

The ship remained at her anchorage with all passengers aboard, none being allowed to depart, throughout the forenoon. After the passengers taking the rail had eaten national cuisine hours, great bustle of activity

Dreadnoughts of Kaiser's Navy in Battle Line;  
Commander of British Fleet in the North Sea

ADMIRAL CALLAGHAN AND STAFF OFFICERS ON THE BRITISH BATTLESHIP REPTUNE

papers were brought out in small boats. By their flaring headlines the passengers first learned the gravity of the situation. The calm of the first few hours was succeeded by wild excitement, but the captain remained firm in his refusal to permit the passengers to go ashore until this afternoon.

## CAPTAIN HAD TO DODGE PURSUING WARSHIPS.

Six doctors boarded the steamer and began an examination of the steerage passengers. Capt. Polack advised first class passengers that they would be provided with special cars on trains to New York at 9 o'clock to-night and the steerage passengers will be sent to New York at 9 o'clock to-morrow night.

On Sunday Capt. Polack's uneasiness became acute. Forty-eight French fishing schooners off the island of Miquelon were sighted and the Kronprinzessin Cecilie changed its course to avoid them. Wireless operators of the vessel caught a message exchanged by French vessels urging that a sharp lookout be kept for the Kronprinzessin Cecilie. Capt. Polack was unable to discover the exact location of the ships and their character, but as French warships usually afford the Miquelon fishermen protection he was very apprehensive and spoke frankly to delegations of passengers who visited him to protest against high speed in the fog which hung over the Grand Banks.

Many wireless messages exchanged by British vessels were caught by the wireless operators of the steamer Monday afternoon and night, and Capt. Polack was in constant fear of interruption by the British warships from Halifax.

The exact value of the gold on the liner, with the firms shipping it, according to the liner's manifest, is as follows: For Paris—Goldman, Sachs & Co., \$1,076,634.49; Heidelbach, Ickelheimer & Co., \$1,534,000; National City Bank, \$2,104,254.34. For London—Guaranty Trust Company, \$4,942,937.64; National City Bank, \$1,061,718.89. Total, \$10,769,645.36. In addition there was \$2,400,000 in silver.

Will Deliver \$13,000,000  
to N. Y. Sub-Treasury

Max May, Vice-President of the Guaranty Trust Company, the largest shipper of the gold on the Cecilie, said that as soon as the bullion was delivered at New York, whether in the Cecilie or by rail, it would at once be deposited in the Sub-Treasury to the credit of the firms which tried to ship it. Whether there would be a rebate payable on the insurance fees collected for its safe delivery in London and Paris will be a matter for adjustment later.

Bar Harbor is not a port of entry. The custom house is on the seaward side of Mt. Desert, but the officers there can permit the landing of the passengers if they see fit. At the Custom House it was said that the landing of the passengers and cargo at Bar Harbor was permissible as to a ship in distress, but it was a matter in the discretion of the Treasury Department whether the ship could be moved to New York.

Officials of the North German Lloyd said that the Kronprinzessin Cecilie had not been ordered back to port

ENGLAND TAKES OVER  
CANADIAN PACIFIC'S  
LINERS FOR WAR USE

MONTREAL, Aug. 4.—Official notification was received at the head offices of the Canadian Pacific Railway to-day that the British Government had requisitioned the liners Empress of Asia, Empress of Japan and Empress of Russia of the Pacific coast.

HOARDING OF GOLD  
IN PRIVATE BARRED  
WITH GOLD EXPORTS

In the American financial world to-day there was complete suspension of gold payments, but an ample supply of currency to meet all public require-

financial and commercial relations with Europe has not been known in the United States for just a century, or since the embargo act of 1816 was in force. Not only is there almost complete interruption of the shipment of cargoes across the ocean, but all the customary machinery for payment of transfers of money has entirely stopped. It is impossible for Americans either to collect debts due them in Europe or to pay what they owe abroad. Likewise there is equal trouble for bankers and merchants of London, Paris and Berlin to make any settlements of accounts in New York.

Interest centred during the day on the disposition of the Cecilie's \$10,600,000 in gold. As soon as the coin reaches New York it will be taken by the four banks which shipped it and

added to their reserve accounts, strengthening just as much more the financial position. The gold will not be shipped out again.

England and other foreign countries declared a moratorium, or suspension of payment of all debts. Financial houses in New York consider that they are morally justified in doing the same with international accounts.

The White Star liner Olympic arrives to-morrow with millions of dollars of actual certificates of checks which Europe ordered sold by cable in this market last week. Attached to each lot is a draft in the form of a bill of exchange, which the New York broker who sold the securities collected the money therefore, is expected to accept and ship the money to Europe. No shipments of this money will be made. There will be a complete suspension of international settlement of these accounts.

The wheat market in Chicago strengthened up 1 1/4 points to-day on the prospect of early resumption of international shipping.

WASHINGTON, Aug. 4.—Amendments to the bank law extending issues of currency to 125 per cent. of capital and surplus of banks and trust companies in the Federal Reserve system were finally passed in the House to-day. More than a billion dollars will be available for additional circulation.

The Senate promptly agreed to the amendments, which then went to the White House for President Wilson's signature.

PHILADELPHIA, Aug. 4.—The British Consul-General in Philadelphia, Sir Wilfrid Fowler, to-day received the following cablegram:

"Urgent. You should warn British merchant ships not to proceed to or enter German ports until further notice. British ships being detained already in German ports."

All lost or found articles advertised in The World will be listed at The World's Information Bureau, Pullman Building, Arcade, Park Row; World's Upstairs Office, northwest corner 23rd St. and Broadway; World's Harlem Office, 1352 West 125th St.; and World's Brooklyn Office, 292 Brooklyn Ave., Brooklyn, for 30 days following the printing of the advertisement.

No failures and no calling of loans were reported.

In all circles where foreign business relations exist there prevails great uncertainty and troubles. Such a complete demoralization of both

VISCOUNT MORLEY  
FOLLOWS BURNS BY  
QUITTING CABINET

War Policy of Sir Edward Grey Will Be Adhered to by English Majority.

LONDON, Aug. 4.—Further clearance of the British Cabinet of members opposed to the war policy of the Government came to-day when Viscount Morley, President of the Council, submitted his resignation.

John Burns, President of the Local Government Board, resigned last night because of his inability to agree with the policy decided upon. Morley submitted his resignation as

a protest against the war policy of the Government. As a majority of the Cabinet is firmly determined to carry out the policy outlined by Sir Edward Grey in the House of Commons, the resignation was expected to be immediately accepted.

A third resignation was announced this evening, that of Charles F. G. Masterman, Chancellor of the Duchy of Lancaster.

An official decree issued to-day prohibits the exportation of war stores of any character. It was made public in picturesque fashion by the Crier of the House of Commons, who in full regalia read it to the crowd assembled in front of the steps leading to the Royal Exchange.

American firms with offices here were overwhelmed to-day with orders for canned meats. The prices quoted for this article of consumption have jumped from 10 to 30 per cent. within the last few days.

SITUATION IN HAND;  
BANKERS DECLARE;  
DISTRIBUTE MILLIONS

Representative bankers were at the Sub-Treasury to-day in conference with Charles S. Hamlin and W. P. G. Harding of the Treasury Department, who are supervising the distribution of the \$45,000,000 emergency currency received from Washington yesterday. Controller of the Currency Williams, who was at the Sub-Treasury yesterday, returned to Washington late last night after receiving assurances from bankers that the situation here was thoroughly in hand.

SCHUMANN-HEINK  
ASKS ASSISTANCE TO  
GET OUT OF GERMANY.

CHICAGO, Aug. 4.—Mme. Ernestine Schumann-Heink, grand opera singer, to-day cabled her attorneys in Chicago for assistance to get out of Germany. The German singer, who is a naturalized American, went to Bayreuth to sing at the Wagnerian festival. Her despatch said: "As no letters are allowed and intercourse with outsiders is forbidden, we are stranded at Bayreuth. When will America send for her citizens?"

PARIS BOURSE OPEN  
AND DOING A LITTLE  
BUSINESS FOR CASH.

PARIS, Aug. 4.—The Paris Bourse was not closed to-day. Business was done for cash and there were only a few transactions. Three per cent. rentes were quoted at 76 and 3-1/2 per cents. at 84. The savoyers banks purchased about \$70,000 of rentes. All other quotations were nominal.

WOULD DENY ALIENS  
WHO GO AWAY TO FIGHT  
THE RIGHT TO RETURN.

WASHINGTON, Aug. 4.—A bill to exclude from readmission into the United States all aliens who leave to engage in a foreign war was introduced to-day by Representative Har-

Business Talks  
No. 14

What effect will the great European war have upon the United States of America?

Tens of thousands of workers hurrying abroad to the defense of their respective flags and nations will leave many positions to be filled, homes to be rented, investments to be made, realty holdings to be sacrificed, miscellaneous property to be sold—all in addition to the usual great business activity that helps to make America the greatest nation on earth.

Where to find these manifold opportunities is emphatically answered by these figures:

790,849

World ads. were printed during the first seven months of this year—

376,908

More Than the Herald.

After reading the latest war news in The World turn to The World's great Want Directory and learn about the best opportunities to work, hire, buy, sell, rent, exchange, &c., that await you at once.

## B. Altman &amp; Co.

Women's Low Shoes,  
Pumps and Colonial Ties

heretofore marked at \$7.00, \$8.00 and \$9.00 per pair, are being offered at decided price concessions.

B. Altman & Co. have opened a department for  
Men's Boots

Complete range of sizes. Moderate prices!

630 Broadway, 3rd and 4th Floors, New York